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## Public Vehicle Advisory Committee

### Date

2017/10/31

### Time

10:00 AM

### Location

Civic Centre, Council Chamber,  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

### Members

Ron Starr	Councillor - Ward 6 (Chair)
John Kovac	Councillor - Ward 4 (Vice-Chair)
Al Cormier	Citizen Member
Vikesh Kohli	Citizen Member
Karam S. Punian	Elected Member – Taxi Drivers
Nirmal Singh	Elected Member – Taxi Owners
Rajendra Singh	Citizen Member
Baljit Singh Pandori	Appointed Industry Member – Taxi Brokerages
Harsimar Singh Sethi	Elected Member – Elected At Large
Joshua Zahavy	Appointed Industry Member – Limousine Brokerages

### Contact

Karen Morden, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5471  
[karen.morden@mississauga.ca](mailto:karen.morden@mississauga.ca)

### Find it Online

<http://www.mississauga.ca/portal/cityhall/publicvehicleadvisory>

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES OF PREVIOUS MEETING**

4.1. Public Vehicle Advisory Committee Minutes - September 19, 2017

5. **DEPUTATIONS**

5.1. Mark Sexsmith, All Star Taxi to speak regarding Items 8.1 and 8.2.

6. **PUBLIC QUESTION PERIOD - 15 Minute Limit (5 Minutes per Speaker)**

**Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:**

**Public Vehicle Advisory Committee may grant permission to a member of the public to ask a question of the Committee, with the following provisions:**

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

7. **MATTERS TO BE CONSIDERED**

7.1. Michael Foley, Manager, Mobile Licensing Enforcement to provide a verbal update with respect to the current status of accessible taxi plates.

7.2. Michael Foley, Manager, Mobile Licensing Enforcement to provide a verbal update with respect to Recommendation PVAC-0016-2017, the feasibility of extending 2011 vehicles for replacement.

7.3. Michael Foley, Manager, Mobile Licensing Enforcement to provide a verbal update with respect to the status of the TNC Pilot Project.

8. **INFORMATION ITEMS**

8.1. Email dated September 22, 2017 from Mark Sexsmith, Taxi Industry with respect to London, England's response to Uber.

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- 8.2. Letter dated October 18, 2017 from Gurinder Pannu, President of All Star Taxi Services Inc. regarding feedback on the line by line review of the Public Vehicle Licensing By-law 420-04, as amended.
- 8.3. Public Vehicle Advisory Committee 2017 Action List
9. **OTHER BUSINESS**
10. **DATE OF NEXT MEETING**
- December 12, 2017 - 10:00 AM, Council Chambers - 2nd floor, Civic Centre
11. **ADJOURNMENT**

City of Mississauga  
**Minutes**



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## Public Vehicle Advisory Committee

**Date**

2017/09/19

**Time**

9:03 AM

**Location**

Civic Centre, Council Chamber,  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

**Members Present**

Councillor Ron Starr, Ward 6 (Chair)  
Councillor John Kovac, Ward 4 (Vice-Chair)  
Al Cormier (Citizen Member)  
Rajendra Singh (Citizen Member)  
Baljit Singh Pandori (Taxicab Brokerages)  
Karam S. Punian (Taxicab Drivers)  
Harsimar Singh Sethi (Elected at Large)  
Nirmal Singh (Taxicab Owners)  
Joshua Zahavy (Limousine Owners)

**Members Absent**

Vikesh Kohli (Citizen Member)

**Staff Present**

Sam Rogers, Director, Enforcement  
Mike Foley, Manager, Mobile Licensing Enforcement  
Karen Morden, Legislative Coordinator, Legislative Services

**Find it online**

<http://www.mississauga.ca/portal/cityhall/publicvehicleadvisory>

1. **CALL TO ORDER** - 9:03 AM2. **APPROVAL OF AGENDA**

Harsimar Singh Sethi, Elected at Large requested to add a document entitled, "One Year Extension to 2011 Model Taxis" for consideration.

Al Cormier, Citizen Member requested that staff provide a verbal update at each meeting of the Public Vehicle Advisory Committee regarding the implementation of the TNC Pilot Project.

Approved (A. Cormier)

3. **DECLARATION OF CONFLICT OF INTEREST** - Nil.4. **MINUTES OF PREVIOUS MEETING**

## 4.1. Special Public Vehicle Advisory Committee Minutes - June 7, 2017

Approved (B. Pandori)

5. **DEPUTATIONS** - Nil.6. **PUBLIC QUESTION PERIOD**

No members of the public requested to speak at this time.

7. **MATTERS TO BE CONSIDERED**

## 7.1. Email dated August 25, 2017 from Mark Sexsmith, Taxi Owner with respect to accessible plates.

Mark Sexsmith, Taxi Owner spoke to his correspondence, noting that the Hara Report had suggested the number of accessible plates to be issued. Mike Foley, Manager, Mobile Licensing Enforcement commented that the report had not indicated a shortage of accessible plates and that the by-law, in its current state, wouldn't permit additional plates to be issued. Furthermore, Mr. Foley noted that the issue of accessibility could be explored under the TNC Pilot Project. Mr. Sexsmith suggested that there should be a subsidy within the taxi industry for accessible plates and noted the improbability that an operator would spend \$60,000 on an accessible vehicle. Furthermore, Mr. Sexsmith suggested that Council offer a subsidy to operate accessible vehicles. Councillor Starr noted that an update would be brought forward at the next meeting of the Public Vehicle Advisory Committee.

Recommendation

1. That the email dated August 25, 2017 from Mark Sexsmith, Taxi Owner with respect to accessible taxi plates be received;
2. That staff be directed to report back to the public Vehicle Advisory Committee with a fulsome report on the current situation with respect to accessible taxi plates.

Approved (A. Cormier)

Recommendation PVAC-0013-2017

- 7.2. Report dated September 6, 2017 from the Commissioner of Transportation and Works: **A line by line review of the Public Vehicle Licensing By-law 420-04, as amended.** Mike Foley, Manager, Mobile Licensing Enforcement provided a brief background to report, indicating that staff had performed a line by line review of the by-law and had made 60 suggested amendments, based on reducing the requirements. Furthermore, Mr. Foley noted that there were portions of the by-law were challenging to enforce, such as the necessity of courteous behaviour by operators. Baljit Pandori, Taxi Brokerages representative requested that the report be sent to the taxi industry for comment and reported back on.

Recommendation

1. That the Public Vehicle Advisory Committee receive the report entitled "A Line by Line Review of the Public Vehicle Licensing By-law 420-04, as amended", and provide comment.
2. The clauses identified within the body of this report for possible amendment or repeal were identified as those being less critical to the regulation of the taxi industry and those that may have the most immediate impact on the operation of taxicabs in the City, to allow them to compete more effectively with TNCs. It was noted that each of the clauses identified for repeal or amendment represent various degrees of value from a public safety or consumer protection standpoint.
3. That a full review of the Public Vehicle Licensing By-law be undertaken for the purpose of rationalizing the requirements for all vehicles for hire to address deficiencies and disparities identified during the line by line review and to provide more consistent regulations across the spectrum of vehicles regulated through this By-law.

4. That staff be directed to send the report, "A Line by Line Review of the Public Vehicle Licensing By-law 420-04, as amended" to industry stakeholders for their review and a request for input, to be included in a future report to the Public Vehicle Advisory Committee.

Approved (B. Pandori)

Recommendation PVAC-0014-2017

## 8. **INFORMATION ITEMS**

### 8.1. Public Vehicle Advisory Committee Action Items List

#### Recommendation

That the Public Vehicle Advisory Committee Action Items List be received for information.

Received (R. Singh)

Recommendation PVAC-0015-2017

## 9. **OTHER BUSINESS**

Harsimar Singh Sethi spoke to his request to have the replacement of 2011 vehicles reviewed by staff. Mike Foley, Manager, Mobile Licensing Enforcement indicated that staff would investigate whether there would have to be an amendment to the by-law or if staff could offer this as a courtesy. Al Cormier, Citizen Member requested that staff review the issue. Mr. Sethi indicated that he wished the extension to be extended to April 2019.

#### Recommendation

1. That the document received on September 19, 2017 from Harsimar Singh Sethi, Elected at Large, with respect to a request for an extension on 2011 vehicles, be received;
2. That staff be directed to review the feasibility of extending 2011 vehicles for replacement.

Approved (H. Sethi)

Recommendation PVAC-0016-2017

Al Cormier, Citizen Member spoke briefly regarding a request to have an update on the TNC Pilot Project at each meeting of the Public Vehicle Advisory Committee. Mike Foley, Manager, Mobile Licensing Enforcement indicated that additional staff had been hired to evaluate the project and that Uber had been compliant to date with forwarding necessary data. Mr. Pandori inquired about previous charges to Uber, to which Mr. Foley advised that all cases were still currently before the courts. Councillor Starr noted that his office had received several calls regarding unidentified Uber vehicles. Mr. Cormier requested that staff provide a verbal update on the pilot at each meeting.

#### Recommendation

That staff be directed to provide an update regarding the status of the TNC Pilot Project at each meeting of the Public Vehicle Advisory Committee.

Approved (A. Cormier)

Recommendation PVAC-0017-2017

#### 10. **DATE OF NEXT MEETING**

October 31, 2017 at 10:00 AM - Council Chambers, 2nd floor Civic Centre

#### 11. **ADJOURNMENT** – 9:44 AM



**From:** [MARK SEXSMITH](#)  
**To:** [Ron Starr](#)  
**Cc:** [mayorcrombie@mississauga.ca](mailto:mayorcrombie@mississauga.ca); [Jim Tovey](#); [Karen Ras](#); [Chris Fonseca](#); [John Kovac](#); [Carolyn Parrish](#); [Nando Iannicca](#); [Matt Mahoney](#); [Pat Saito](#); [Sue McFadden](#); [George Carlson](#); [Karen Morden](#); [Peter d. pellier](#); [Peter d. pellier](#); [REDACTED]; [Sami Khairallah](#); [Baljit Singh Pandori](#); [Al Cormier](#); [Mike Beggs](#); [Michael Foley](#)  
**Subject:** Fw: Are They Playing same way in Mississauga.  
**Date:** 2017/09/22 1:24:54 PM

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Ron Starr, Chair  
PVAC

Dear Sir:

As per the attached news item, I am requesting that you ask Mr. Michael Foley to update the PVAC on the outcome of this proposed action by the City of London (UK) and its ramifications for any consideration of the continuance of Uber providing service in the City of Mississauga.

The central question would seem to be whether the criteria of evaluation used in London have any validity for your ongoing evaluation of Uber's service in Mississauga, and whether the high bar set by London should be matched by our licensing department, and whether there should be a reconsideration of the continuance of the Pilot Project.

Yours truly,

Mark Sexsmith  
 Mississauga Taxi Owner

On Friday, September 22, 2017 7:14 AM, iqbal shah [REDACTED] wrote:

<https://www.theverge.com/2017/9/22/16349070/uber-london-tfl-license>



October 18, 2017

City of Mississauga  
Mobile Licensing Department  
3235 Mavis Road  
Mississauga, ON, L5C 1T7

Attention: Mr. Michael Foley, Manager

Dear Sir:

In response to the request for industry input regarding proposed changes to By Law 420-04, please find attached some points that we would like to have considered as part of the discussion on improvements to the existing regulations concerning the taxi industry.

Best regards,

Gurinder Pannu, President  
All Star Taxi Services Inc.  
5159 Tomken Road  
Mississauga, ON, L4W 1P1

## Response to Proposed Changes to By Law 420-04

### Page 7.2.-20

16.(1) In as much as the current oversupply of taxi plates has resulted in an unprecedented number of plate "on the shelf", and given that this situation is a direct result of an oversupply of for hire vehicles created by the legalization of the TNC fleet, we support putting plates on the shelf for an indefinite length of time, at minimal fee to the plate owner.

16.(2) We support the repeal of this section.

Page 7.2.-23 We support retention of this section. All drivers should have an ID card on display on their person (as in Section 3(4))

Pages 7.2-24/25/26 All items 2.1(1)(2)(3) should be retained for the security of passengers

Page 7.2 -31 3(13)(14) regarding trip sheets should be repealed

Page 7.2-32 3(19) We question whether this should be repealed. Entertainment devices (radios, etc) can be distracting to drivers, possibly compromising passenger safety. Talking on cell phones (even if not hand held) is also a source of distraction for the driver. Repealing this section would also mean that passengers could potentially be subject to unwanted commercial audio messages. While a driver is talking on the cell phone, or listening to radio music, they may not be attentive to directions given by the passenger for changes in route or destination, or to convey medical problems.

Page 7.2-32 Assistance to disabled and elderly passengers is of paramount to public safety. Furthermore, it has been demonstrated that the use of seat belts is of prime importance in passenger safety. This section should strengthen this aspect of public safety. In many instances, elderly or infirm passengers may need assistance with seat belts. Furthermore, why is this being Reviewed for taxis, while being Retained for limousines (Page 7.2 – 91 12(11))?



Page 7.2-35 5(6) Under no circumstances should a passenger be allowed to travel without a seat belt (with the exception noted in 6 (3) infants under 2 years), which automatically prohibits standing.

Page 7.2-36 5(10) No driver should be using a cell phone unless directly related to the fare he is engaged with. There is no "safe operation" of any vehicle when the driver has a cell phone in their hand.

Page 7.2-40 8(1) We agree that flat rates within the City boundaries should be allowed.

Page 7.2-44 12(2) We feel that there should be some discussion concerning exclusive concessions. While it was originally created to prevent brokers or drivers from establishing exclusive concessions for taxi service which excluded non associated drivers from serving specific customers, it could open the door to private interests (such as hotels, convention centres, etc) demanding "gate" or pickup fees from all drivers regardless of broker affiliation. This could put the taxi operators at a disadvantage to TNC drivers, who can pick up anywhere in unmarked cars, and who could sidestep the fees, etc as a result.

Page 7.2 -46 15-(2) The issuance formula needs to be reviewed, and the rules for taxi plate issuance need to be codified in the By Law to preclude random plate issuances outside of the parameters of the formula.

Taxi Plate issuance and Priority List eligibility –we support the continuance of the current rules, with the exception of the requirement (Page 7.2-52 (37.1) requiring the operation of an issued plate for three years. This requirement should exempt drivers who are physically unable to drive a taxi, or who are employed in management positions of taxi brokers.

Page 7.2-56 41-1(i) Some vehicles are now equipped with run flat tires that preclude the need for a spare, etc. This item should reflect the ruling at the GTAA regarding spare tires. This section should match the limousine requirements listed in Page 7.2-80 8(9)

Page 7.2-57 (iii) This needs to be clarified in the case where a non sealable mechanism, such as a tablet, is being used as a meter.

Page 7.2-62 45(1) (a) We have no objection to filing plate leases with COM; however, given the fluctuating level of plate rental rates, we object to having to re-file a lease every time the monthly lease rate changes. The importance of the lease rate to the City is minimal; the only consideration that is important is registering the parties to the lease.

Page 7.2-62 45(1) (b) Sub-leasing has always been a contentious issue. On the side of the plate owner (who may be retired and not directly involved with the day to day taxi business), it provides an avenue of asset management similar to other property management avenues available for other assets. On the side of the lessee, it provides a stable number of taxi plates for a brokerage either to sub-lease to operators who wish to drive in the lessee's brokerage, or for fleet operations, which are technically sub-leasing a plate (and the car) to an operator for a shift, a day, or a week.

On the side of the regular taxi owner who is leasing a plate, sub-leasing may increase the operator's cost, as the 1<sup>st</sup> lessee is normally up charging a service fee. Furthermore, sub-leasing opens up the opportunity for a lessee to "hold hostage" the sub-lessee, who, having invested in the rolling stock, may be coerced into paying a higher fee on threat of revocation of the sub-lease. Sub-lessees may also be subject to requirements to purchase vehicles and equipment from the lessee, incurring costs above what may be the market norm.

More industry input is required in this contentious area of the business.

Page (7.2-64 (46) (4) This prohibition seems to be at odds with Page 7.2-58 (41)(q) How can an operator display a plate/decal from another municipality, but not be affiliate with a broker in that municipality?

Page 7.2-65 (47) (48) Generally speaking, no operator should be able to use an ex taxi as a for hire vehicle if it is being used in a fashion that purports to be a legitimate taxi.

Other points:

The current bylaw is vague in where the responsibility of insurance documentation lies-in one section, it is the plate owner, and in another, it is the driver. There should be a specific reference indicating that it is the owner of the vehicle, and not the plate owner, who is responsible for the

registration of insurance papers with the Licensing Office. Since typically the insurance company forwards all proof of coverage to the Licensing Office on the part of the vehicle owner who is taking out and paying for the insurance on his own vehicle, the plate owner is twice removed from participation in the insurance process, and can hardly be held liable for breaches in protocol.

Since being a plate owner and a licensed taxi driver are being separated, it would make sense to change the criteria for representation on the PVAC for taxi plate owners, who must now, in addition to being licensed drivers, actually be driving in order to represent plate owners on the PVAC. There is no similar restriction on the representatives for Brokers, or Limo brokers on the PVAC.



## Public Vehicle Advisory Committee 2017 Action List

### Updated for October 31, 2017 Meeting

<b>Issue</b>	<b>Last Discussed on</b>	<b>Who</b>	<b>Status</b>
Accessible plates	September 11, 2012 September 19, 2017	Enforcement Office	<b>In progress</b>
Term of plate leases coincide with vehicle year limit	September 11, 2012	Enforcement Office	<b>Completed</b>
Mobile taxi application	September 11, 2012	Enforcement Office	<b>Completed</b>
Airport taxis – Stickers on windshields	September 11, 2012	Enforcement Office	<b>Completed</b>
Advance payment in evenings	September 11, 2012	Enforcement Office	<b>Completed</b>
Hotel Shuttles	April 29, 2013	Enforcement Office	<b>In progress</b> <ul style="list-style-type: none"> <li>Directed to hold public consultation</li> </ul>
Regulations of DADD drivers	October 15, 2013	Enforcement Office	<b>In progress</b> <ul style="list-style-type: none"> <li>Directed to hold public consultation</li> </ul>
Public Meetings – Licensing of medical transfers and shuttle service vehicles.	October 15, 2013	Enforcement Office	<b>In progress</b> <ul style="list-style-type: none"> <li>Directed to hold public consultation</li> </ul>
Parcel Delivery service	October 15, 2013	Enforcement Office	<b>In progress</b> <ul style="list-style-type: none"> <li>Directed to hold public consultation</li> </ul>
Need for taxi stands	October 15, 2013	Enforcement Office	<b>Completed</b>
2010 and 2012 Taxicab Plate Issuance	February 4, 2014	Enforcement Office	<b>Completed</b>
Timing of taxicab plate renewal issuance - priority list, identification requirement	September 29, 2014	Enforcement Office	<b>In progress</b>
Mobile Licensing Enforcement Practices	March 3, 2015	Enforcement Office	<b>Completed</b> <ul style="list-style-type: none"> <li>Update to PVAC: 2016</li> </ul>
Taxicab Mobile Applications	April 21, 2015	Enforcement Office	<b>Completed</b>
Consultant's Report – Taxi Plate Issuance Model	April 21, 2015	Enforcement Office	<b>Completed</b>

## Public Vehicle Advisory Committee 2017 Action List

### Updated for October 31, 2017 Meeting

Issuance of Accessible Plates	March 3, 2015 September 19, 2017	Enforcement Office	<b>In progress</b>
Review of the Terms of Reference for PVAC	April 21, 2015	Clerk's Office	<b>Completed</b>
Illegal Taxicab Operations – Best Practices Report	June 16, 2015	Enforcement Office	<b>Completed</b>
Engagement of Consulting Services – Mobile Taxi Applications	August 12, 2015	Enforcement Office	<b>Completed</b>
Consultant's Report - Regulation of Transportation Network Companies	December 7, 2015	Enforcement Office	<b>Completed</b>
Regulation of Transportation Network Companies	December 7, 2016 April 8, 2016, April 19, 2016	Enforcement Office	<b>In progress</b>
Public Vehicle Licensing By-law 420-04, as amended – Demerit Points	December 7, 2015	Enforcement Office	<b>In progress</b>
Updated Taxicab Camera Requirements	October 18, 2016	Enforcement Office	<b>Deferred to December 13, 2016</b>
Line-by-Line Review of the Public Vehicle Licensing By-law	June 7, 2017 Council – June 21, 2017 September 19, 2017	Enforcement Office	